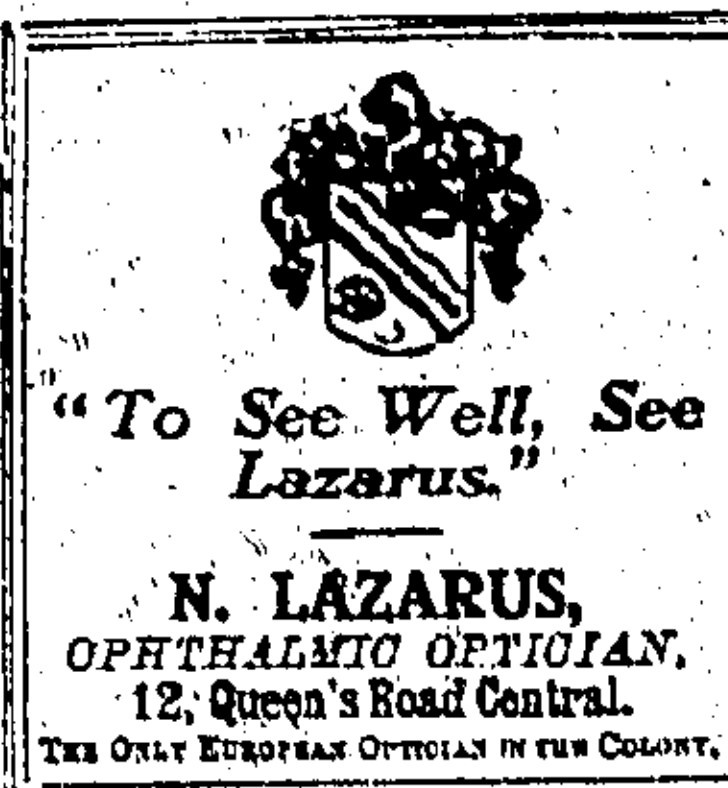




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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon ... dep.	6.41	9.15	10.23	12.00	1.13	4.34	5.27	7.09
Yamat ... dep.	6.51	9.25	10.33	12.09	1.27	4.43	5.37	7.20
Shatin ... dep.	7.03	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Taipei ... dep.	7.17	9.52	11.03	12.34	1.52	5.09	6.03	7.45
Taipei Market ... dep.	7.29	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling ... dep.	7.33	10.08	11.19	12.43	2.06	5.23	6.17	7.59
Shatin ... dep.	7.38	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shatin ... arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shun Chai ... dep.	7.22	8.06	10.37	11.40	2.58	4.36	5.12	6.05
Shung Shui ... dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling ... dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Taipei Market ... dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Taipei ... dep.	7.47	8.34	11.03	12.07	3.27	5.03	5.37	6.31
Shatin ... dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yamat ... dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon ... arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

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Fanling ... dep.	7.45	11.30	1.30	6.30	Shatin ... dep.	6.30	10.15	1.05
Shatin ... arr.	8.40	12.35	2.15	7.15	Fanling ... arr.	7.35	11.10	2.00

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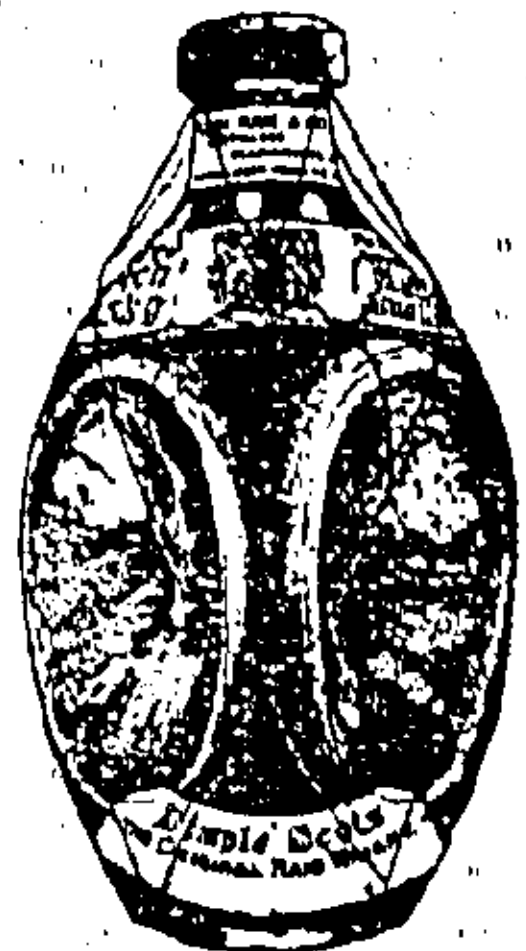
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HONGKONG LIFE-SAVING RULES.

REPORT OF A COMMITTEE.

The report of the Committee appointed by H.E. the Governor of Hongkong to consider the advisability of revising the life-saving appliances rules in force in Hongkong for foreign going passenger vessels, was laid before the Legislative Council by command of H.E. the Governor, yesterday.

It reads as follows:—
1.—We have given careful consideration to the suggestions and recommendations contained in the letter (copy of which is shown in Appendix A) from the Mercantile Marine Department of the Board of Trade dated the 4th October, 1923, addressed to the Colonial Secretary, Hongkong.

2.—We recommend the following:—
That the Hongkong Passenger Certificate authorizing Foreign Going vessels to carry passengers, be divided into 3 classes; each class to be governed by its own rules and regulations.

3.—
Class I.
Hongkong Passenger Certificate.
Foreign going vessels certified to carry passengers beyond the limits of 10deg. S. Latitude and the Meridians 60deg. East and 110deg. East.

4.—
Class II.
Hongkong Passenger Certificate.
Foreign going vessels certified to carry passengers within the limits of 10deg. S. Latitude and the Meridians 60deg. East and 110deg. East.

5.—
Class III.
Hongkong Passenger Certificate.
River Steamers.
River steamers certified to carry passengers within the limits of the Canton and West Rivers including Macao.

6.—
Class I.
Hongkong Passenger Certificate.
This certificate to be in all respects the same as that issued by the Board of Trade for foreign going passenger steamships (see Appendix B).

7.—
Class II.
Hongkong Passenger Certificate.
This certificate to be based on the existing Hongkong passenger certificate for foreign going vessels (see Appendix C) with the following amendments:

(a) That the provisions of a Wireless Telegraphy Apparatus be made compulsory in all vessels (the Committee unanimously are of the opinion that this provision should extend to all sea going vessels exceeding 1,000 tons not authorized to carry passengers).

(b) That additional freeboard during the typhoon season should be enforced (see Appendix D).

(c) That the type of life raft at present in use should be improved (see Appendix B).

8.—
Class III.
Hongkong Passenger Certificate.
This certificate to be based on the existing Hongkong passenger certificate issued to river steamers with the following amendments:

(a) That life belts should be provided, one for each person on board, i.e., passengers and crew.

(b) That the provision of a Wireless Telegraphy Apparatus be made compulsory.

(c) That the type of life raft at present in use should be improved.

9.—We would point out that the adoption of the foregoing suggestions will affect the requirements of Emigration Licences and Surveys and would recommend that "Long voyage" be considered as Class I. and "Short voyage" be considered as Class II.

Dated at Victoria in the Colony of Hongkong, this 17th day of June, 1924.

COSWAY HAKE, Chairman.
F. W. JAMES.
F. T. WHEELER.
WILLIAM RUSSELL.

Appendix A.
Letter from the Mercantile Marine Department, Board of Trade, London, S.W. 1, dated 4th October, 1923, to the Colonial Secretary:—

Sir,—I am directed by the Board of Trade to transmit to you herewith a copy of a letter which has been received from the Department of Navigation, Sydney, New South Wales, respecting the Chinese steamer *Ying Yuen* which arrived at Sydney for the purpose of embarking passengers. The Board observe that the vessel held a Hongkong Passenger Certificate but was not provided with boat accommodation sufficient for all persons which it was intended to carry and they, therefore, presume, that the Life Saving Appliances Rules at present in force in Hongkong do not provide for boats to be carried on foreign-going passenger steamers sufficient to accommodate all persons on board, as do those which have been in force in this country since 1915.

In the opinion of the Board of Trade the provision of boats in this case falls very far short of what is necessary in the interest of the safety of life of passengers and crew, and I am accordingly to suggest that the Hongkong Government might consider the advisability of revising the Life Saving Appliances Rules in force in Hongkong so as to require foreign-going passenger steamers to be provided, if practicable, with boat accommodation for all persons on board, or if this is not practicable, with as many lifeboats as can be effectively stowed and launched.

A copy of the Rules in force in this country is enclosed for your information with a copy of a report by the Merchant Shipping Advisory Committee which has recently been considering the question of life saving appliances on foreign-going passenger vessels. The Board are now considering that alterations should be made to the existing Rules in view of the recommendations made by this Committee and a copy of the new Rules will be forwarded to you as soon as available.

I am, Sir, etc.

APPENDIX B.

The Hongkong passenger certificate is based generally on the Board of Trade requirements but falls short of such by the omission of a Wireless Telegraphy apparatus—the modification in the life saving appliances Rules. It is highly important that the Hongkong passenger certificate should be recognized by the Board of Trade and be valid in the United Kingdom and throughout the British Empire.

Hongkong is one of the largest ports in the World, a port of Registry—a ship building centre with large docks, big repairing yards—the terminal port of many ocean going passenger vessels where they dock, overhaul and refit and in the interests of this large port and the shipping companies concerned, we consider that it is most desirable that Hongkong should adopt the Board of Trade principles of the passenger certificate for ocean going vessels—and for this purpose full details of such requirements should be obtained from the Board of Trade and their recognition of this certificate as being in all respects the same as their own be obtained.

APPENDIX C.
Hongkong and the Far East services which involve the large and important question of conveying the masses of Chinese to and from their fields of labour and the difficulty in this British Colony of legislating for the carriage of same in vessels under rules based on those pertaining in the European Countries is, we consider,

(1) Impracticable (2) Inadvisable.

(1) The impracticability is that the vessels employed in this particular passenger trade are of small size averaging from 300 to 400 feet in length and to place boats in sufficient number to accommodate all persons on board would in the majority of cases be impossible and in others impracticable in that it would entail packing and/or stacking of boats which would only tend to increase the loss of life in the event of any accident to the vessel by reducing the available boats under davits less accessible. There are other difficulties deterrent to organizing and maintaining efficient boat drill by the massing of boats such as the Chinese crews employed, the language difficulty, frequent changes of officers which is unavoidable owing to the exigencies of the services and the climatic conditions.

(2) The inadvisability of reducing the number carried in vessels to conform to the principle of "boats for all" would tend to drive the trade to foreign vessels particularly Chinese whose Mercantile Marine of steamships is ever increasing and whose country's maritime laws are practically non-existent. The Governments of India and the Straits Settlements are probably faced with the same difficulties only to a less degree than Hongkong and the present Hongkong passenger certificate in its application to Life Saving Appliances Rules is at least equal to that of these two countries.

The Governments of India and the Straits Settlements should be asked to accept this certificate as heretofore.

APPENDIX D.
We consider that in reference to the question of additional free board, the Government should be guided by the recommendations of a Committee which has been appointed by the Board of Trade under the chairmanship of Vice-Admiral F. C. Learmonth. To study the weather conditions obtaining in the various sea routes of the World, and to advise, having regard to their conditions, to what geographical Zones the application of their special seasonal conditions of loading prescribed in the British Tables of free board may properly be extended, in what periods of the year in each zone the special conditions of loading should apply.

APPENDIX E.
The present type of life raft is an air tank made of light sheet brass with soldered joint, this is not considered satisfactory owing to its easy liability to damage. We consider that the type should be improved as far as the conditions in regard to lightness and portability will allow. We are of the opinion that air tanks made of light steel sheet galvanized and with rivetted joint would be more serviceable—but in this respect we recommend that information on the type approved by the Board of Trade be obtained from them.

APPENDIX F.
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APPENDIX R.
The present type of life raft is an air tank made of light sheet brass with soldered joint, this is not considered satisfactory owing to its easy liability to damage. We consider that the type should be improved as far as the conditions in regard to lightness and portability will allow. We are of the opinion that air tanks made of light steel sheet galvanized and with rivetted joint would be more serviceable—but in this respect we recommend that information on the type approved by the Board of Trade be obtained from them.

WORLD THEATRE

WEDNESDAY 30th. to SATURDAY 2nd Aug.

at 5.15 p.m. and 9.15 p.m.

THE UNIQUE AND MOST ORIGINAL PHOTOPLAY

"ANIMALS ACTING AS MEN"

A Five-Reel Comedy Drama



A SUPER-FEATURE ACTED BY ANIMALS ONLY—IT'S THE PLEASING SURPRISE OF THE CENTURY.

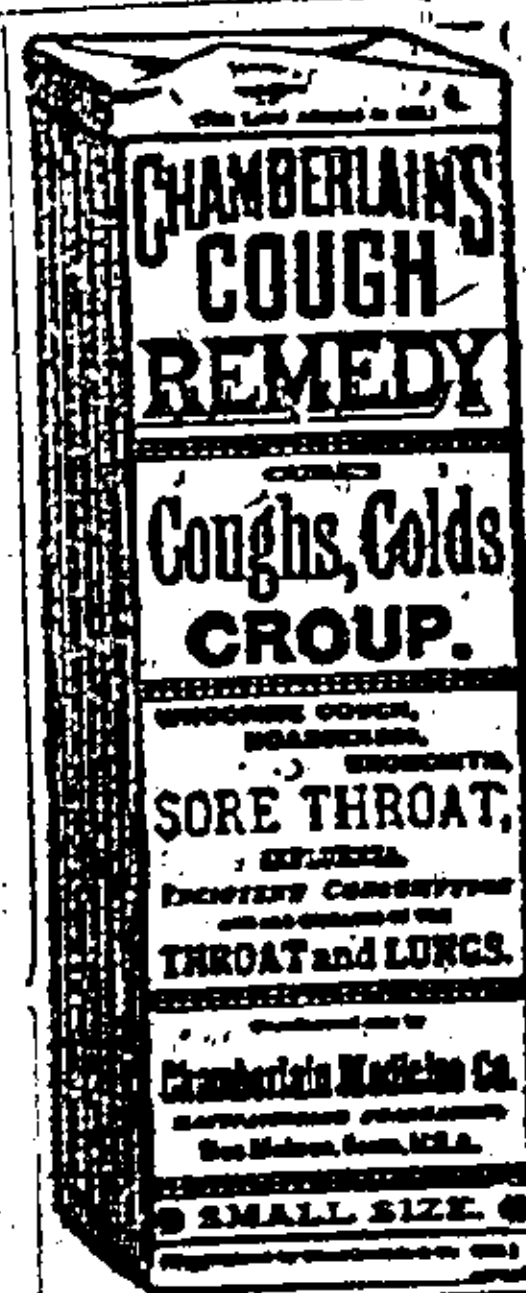
GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.

GENERAL MANAGERS,

HONGKONG.



Chamberlain's Cough Remedy

Cures Coughs, Colds, Croup, Sore Throat, Hoarseness, Bronchitis, Whooping Cough and all Throat Diseases.

Sold Everywhere.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scurvy and glandular swellings, red legs, abscesses, ulcers, eczema, goat, rheumatism, gout, Debility, etc., etc. It improves the general health and quickens the action of the system, restores the vitality and strength, and is a most valuable remedy for all ailments of the blood.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

VETARZO REGULATORS. Safe and Reliable.

English Price 2s. (Other remedies). The VETARZO REMEDIES CO., GOSPEL OAK, N.W. 5, London, Eng. — Unsurpassed. Desires to sell you something else for extra profit—be careful. It is listed on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEASONS CLASS CHEMISTS.

C. E. WARREN & CO., LTD.

SANITARY ENGINEERS.
MONUMENTALISTS, Etc.

OFFICES 31D, WYNDHAM STREET,

HONGKONG.

TEL. No. 269.

CHEAVINS FILTERS

IN STOCK.

ALSO HIGH PRESSURE
FILTERS.

PRICES ON APPLICATION.

TEL. No. 269.

[1450]

P.&O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND, 1920)
with which is affiliated

THE ALLAHABAD BANK LTD.
INDIA.

AUTHORIZED CAPITAL ... 25,000,000
SUBSCRIBED AND PAID UP ... 22,594,160
RESERVE FUND ... 2,132,000

HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH:
14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the World.

C. CHAMPKIN,
Manager.
22, Des Voeux Road Central, Hongkong.

NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.

HAPPY VALLEY AUGUST MEETING IS POSTPONED till further Notice.

CAPTAIN'S CUP (August) will be played for at HANLING, AUGUST 2nd to 4th (inclusive).

By Order of the Committee,
E. D. MATTHEWS,
Secretary, Royal Hongkong Golf Club,
21st July, 1924. [1088]

THE HONGKONG CHINESE MERCHANTS' STOCK & PRODUCE EXCHANGE MART CO., LTD.

NOTICE IS HEREBY GIVEN that the SECOND ORDINARY ANNUAL MEETING of the Company will be held at the Registered Office, 25, Des Voeux Road, Central, Hongkong, on MONDAY, the 1st SEPTEMBER, 1924, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 30th June, 1924, and of transacting other business, and an EXTRAORDINARY GENERAL MEETING will be held immediately after the Meeting to pass a Resolution to Wind Up the Company voluntarily.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st July, 1924, to the 1st September, 1924, both days inclusive.

By Order,
LI YIN, CHONG,
Assistant Manager. [1089]

TO LET.

SHOP AND OFFICES, No. 12, TENNIS STREET.
Apply at the PREMISES. [1100]

NOTICE TO CONSIGNEES.

THE PENINSULAR-ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NAGOYA"

ARRIVED HONGKONG on 31st July, 1924.

FROM ANTWERP, LONDON, PORT SAID, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary six hours before Arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. Gosselin & Douglas, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents. [1101]

NOTICE.

WE beg to notify the Public that we have been appointed AGENTS for Hongkong and vicinity for

AGRICULTURAL INSURANCE COMPANY OF WATERTOWN, N.Y.

and are prepared to underwrite Fire Risks at Lowest Current Rates.

SANDER, WIRLER & CO.,
Hongkong. [1090]

SHANGHAI MUNICIPAL COUNCIL.

SILVER LOAN 1924.

ISSUE OF DEBENTURES FOR SHANGHAI TAXES 1,250,000.

THE SHANGHAI MUNICIPAL COUNCIL hereby invites Applications for Debentures in the Silver Loan of 1924.

RATE OF INTEREST—5 per cent. per annum, Payable on June 30th and December 31st in Each Year.

PRICE OF ISSUE—Shai. Tls. 97½ per cent.

REDEMPTION on December 31st, 1924, at par, under the operation of a Sinking Fund. (The Debentures may, however, be Redeemed by the Council in whole or in part on December 31st, 1924, or on any subsequent date, subject to the Council giving Six Calendar Months' Notice in the Municipal Gazette and Public Press of Shanghai. In the event of Partial Redemption of the Loan, the Number of Debentures to be Redeemed will be decided by Drawing.)

SCRIP will be issued in Denominations of Shai. Tls. 5,000, Shai. Tls. 1,000, Shai. Tls. 500 and Shai. Tls. 100 to suit the convenience of Applicants.

APPLICATION FORMS can be obtained from the Local Office of the Hongkong and Shanghai Banking Corporation or from the Shanghai Municipal Council, Administration Building, Shanghai, to whom all Enquiries should be addressed. [1093]

EXPERIENCED CHINESE BOOK-KEEPER, with First Class References, now employed in Charge of Complete Set of Books, DESIRES POSITION with Good Prospects.

Please apply—
Box No. 1048,
1048] c/o The Hongkong Daily Press.

INTIMATIONS

NOTICE OF REMOVAL.

ON and From JULY 28th, 1924, our Offices will be Located at ASIATIC BUILDING, 2nd Floor.

O'DELL & COMPANY,
Stock, Share and General Brokers.
[1073]

NOTICE.

THE KAILAN MINING ADMINISTRATION is prepared to Lease at CHIN WANGTAO Attractive Sites for Erection of Summer Bungalows. Full Particulars may be obtained from the Undersigned.

DODWELL & CO., LTD.,
Agents.
Hongkong, 30th July, 1924. [1094]

HONGKONG TRAMWAYS, LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Seventy-five cents Per Share has been Declared and will be PAYABLE ON and AFTER WEDNESDAY, 7th AUGUST, when Dividend Warrants may be obtained upon Application at the Office of the Company. The SHARE REGISTERS of the Company will be CLOSED from WEDNESDAY, 7th AUGUST, to TUESDAY, 19th AUGUST, 1924, both days inclusive.

By Order of the Board,
W. E. ROBERTS,
Secretary. [1054]

Hongkong, 21st July, 1924.

THE HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR Per Share for the Six Months ending 30th June, 1924, will be PAYABLE on WEDNESDAY, 7th AUGUST, on which Date Dividend Warrants may be obtained upon Application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 24th July, to Wednesday, 31st August, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary. [1010]

Hongkong, 9th July, 1924.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN that An INTERIM DIVIDEND has been Declared in respect of the Financial Year ending on the 31st December, 1923, and will be Paid on FRIDAY, 26th AUGUST, 1924, as to Forty Cents (\$0.40) per Share on the Old Shares (Fully paid), Thirty-three Cents (\$0.33) per Share on Bonus Shares (Fully paid) Nos. 171,000 to 200,000, and Six Cents (\$0.06) per Share on the New Shares (1924 issue) upon which \$250 per Share was paid up on the 15th March, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 26th AUGUST (both days inclusive).

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers. [1075]

Hongkong, 22nd July, 1924.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of Two Dollars per Share for the Six Months ending 30th June, 1924, will be Payable on THURSDAY, AUGUST 14th, on which Date Dividend Warrants may be obtained on Application at the Company's Office, 11, QUEEN'S ROAD CENTRAL.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 1st, to WEDNESDAY, the 13th AUGUST (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary. [1063]

Hongkong, 22nd July, 1924.

THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

NOTICE OF CALL.

ISSUE OF 49,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH.

(\$5 PAID UP.)

NOTICE IS HEREBY GIVEN that the 3rd CALL of \$2.50 Per Share on Each of the 49,000 Shares allotted on the 19th day of May, 1923, has been made by the Company, and that such Call will be Payable to the Company's Bankers, The Hongkong and Shanghai Banking Corporation in Hongkong on or before the 15th day of AUGUST, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 14th August, 1924, both days inclusive.

By Order of the Board of Directors,
A. H. ROWE,
Managing Director. [1045]

Dated this 19th day of July, 1924.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOES OF ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 38 of the Probate Ordinance 1897 (No. 2 of 1897) made An Order, limiting the Time for sending in Claims to or against the above Estate to the 31st day of AUGUST, 1924. Creditors and Claimants are hereby Required to send their Claims to the Undersigned by the above Date.

Dated this 28th day of July, 1924.
DEACONS,
Solicitors for the Executor,
1, Des Voeux Road Central, Hongkong. [1082]

INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 4th AUGUST, 1924.
Hongkong, 31st July, 1924. [1091]

ILLNESS INSURANCE.

TAKE OUT A POLICY WITH
THE OCEAN ACCIDENT & GUARANTEE CORPORATION, LTD.
GILMAN & CO., LTD.,
Agents.

[1075]

HONGKONG & SHANGHAI BANKING CORPORATION.

SETTLEMENT OF YOKOHAMA EARTHQUAKE ACCOUNTS OUTSTANDING AT 1st SEPTEMBER, 1923.

ALL Parties having Claims against this Corporation in connection with Pre-earthquake Accounts should forward Full Particulars and Proofs to the Hongkong and Shanghai Banking Corporation, Kowloon, to be received there "Not Later Than 30th SEPTEMBER, 1924, after which Date no further Claims will be admitted."

By Order of the Court of Directors,
A. H. BARLOW,
Acting Chief Manager. [1062]

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 1291 for One Silver Share No. 157 now converted into Five Gold Shares in this Society standing in the Name of DIKIAN MOUADLAN has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.
Hongkong, 12th July, 1924. [1019]

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 848 for One Silver Share No. 119 now converted into Five Gold Shares in this Society standing in the Name of TAKATA & CO. has been Declared LOST, and if at the expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.
Hongkong, 3rd July, 1924. [978]

HONGKONG TRAMWAY CO., LTD.

IN LIQUIDATION.
(INCORPORATED IN THE UNITED KINGDOM.)

LOST SHARE CERTIFICATE.

THE Liquidator of this Company has been requested by MR. DAVID SAUL LEVY of 12, Tien Deng Road, SHANGHAI to effect the Issue of Scrip for the Shares in the Hongkong Tramway Company, Limited, which are the Registered Property of 100 Shares of this Company, he is entitled under the Terms of the Liquidation, without production of Certificate No. 903 representing the said 100 Shares Nos. 131180 to 131279 upon the statement that the said Certificate No. 903 has been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the Date hereof no Claim or Representation in respect thereof be made at this Office the said Certificate will thereafter be deemed Cancelled and of No Effect.

W. E. ROBERTS,
Attorney for the Liquidator.
Hongkong, 8th July, 1924. [1005]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy or both, the Upward and Downward Voyages, by the Company's New, Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of \$50, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will Leave Hongkong from the Company's Wharf at 5 p.m. Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from Paomoa Anchorage to Foochow City, if required.

For further Particulars and Dates of Sailing, Apply to
DOUGLAS LAPRAIK & Co.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.,
Hongkong, 17th June, 1924. [908]

TO-DAY THE MONDAY,

at 2.30, 5.15, 7.15 & 9.15.

REX INGRAM'S WHERE THE PAVEMENT ENDS

featuring
RAMON NOVARTO
and ALICE TERRY
Story of the South Seas
by John Russell.

THE CORONET.

INTIMATIONS

DEWAR'S

The Spirit of the Empire

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

Dewar's "White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal appointment to His Majesty The King.

SOLE AGENTS:

A S WATSON & CO. LTD.

Wine and Spirit Merchants.

ESTABLISHED 1841.

ACKNOWLEDGMENT.

Mrs. ARMSTRONG and Miss Iva ARMSTRONG (sister), wish to thank their friends for the floral tributes and kind expressions of sympathy during their recent bereavement. [1102]

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 1st, 1924.

THE SHAMEN SITUATION.

We observe that it is being daily insisted in the Canton Gazette, which serves as an organ for the strike leaders, that the only thing that stands in the way of a settlement of the strike which has been paralysing the trade of Canton for the past fortnight or more, doing infinite injury to Chinese and foreign interests alike, is the refusal of the Shamen authorities to agree to the reinstatement of the Chinese police. If that were the only point of difference we should be tempted to consider the Shamen authorities scarcely justified in refusing to accept the latest suggestion made by Dr. C. C. W. for their reinstatement.

It could apparently be done with no great loss of prestige on the part of the Shamen authorities. They would simply accept the statement of the strikers that the hukongs had regarded themselves as being in the same category as watchmen. The rather surprising statement has been made that it has been customary to engage hukongs with no more formality than a firm engages a watchman, and that the distinction which is now drawn between policemen in the service of the Municipal Councils, and employees in private service has, not hitherto been appreciated. Whether that is true or not we are unable to judge, but this excuse, for their reinstatement, it seems to many foreigners, could be accepted without any loss of dignity on the part of Shamen authorities. If this were the only barrier to a settlement we imagine that an end would have

been put to the dispute before now. But the official statement issued by the British and French Municipal Councils plainly states that a letter had been received by them from the Strikers' Committee stating that they rejected the five terms offered to them *en bloc* "on the ground that these were at variance with their own terms previously presented." That seems definite enough, and in face of that written statement it must be simply untrue to say the strike leaders are standing out on one single point. The terms actually offered were: (1) Cancellation of new Permit Regulations; (2) Passes with photograph, valid for one year, optional to be applied to Foreigners and Chinese; (3) Provisional Passes, to be obtained through employer, limited to four a month, obligatory after the gates are closed for the night, for both Foreigners and Chinese who have no yearly passes; (4) Reinstatement of private employees as agreed to by a meeting of residents, payment of wages at least by 72 per cent., provided employees immediately return to work; and (5) the cases of public employees to be considered. These are the terms that were actually offered by the Shamen authorities and rejected *en bloc* by the strikers' delegates on the ground that they were at variance with their own terms previously presented. Any impartial persons must acknowledge that the terms offered by the Shamen authorities were more than generous, and in view of the declaration which the executive of Dr. SUN YAT SEN's political party has just issued dissociating itself from an anti-foreign attitude in China, it must heighten public surprise to see that the Administration at Canton is seemingly content to allow this essentially anti-foreign movement to take place in a city under its immediate control.

The attention of Members of the Hongkong Golf Club is directed to announcements of interest to them in today's advertisements.

For stealing a magneto, valued at \$150, a Chinese litter, employed by the Chung Hing Motor Bus Co., was sentenced to three months' hard labour at the Kowloon Magistracy, yesterday.

A fine of \$50 was imposed by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, on each of two coolies employed by the Kowloon Dock, for the theft of seven teak planks belonging to the Company.

Amongst the passengers who left Hongkong on the R.M.S. *Empress of Russia* yesterday were the Rev. and Mrs. J. K. Macdonald, Mr. and Mrs. A. R. Sutherland, Mr. and Mrs. J. H. Taggart, Dr. Chas. Forsyth and Capt. Neville.

The Annual Report of the Assessor states that the rateable value of the Colony has been increased by the new valuation from \$21,059,700 to \$22,147,651 which represents an increase of 5.16 per cent. In the ten years 1915-16 to 1924-25 the rateable value of the Colony has increased by \$7,839,028, or 55.02 per cent.

When the master of the steam launch *Lee Yuen* was charged at the Marine Magistracy, yesterday, with depositing rubbish without permission, it was stated that the officer of a police launch, seeing the *Lee Yuen* leave the French mail steamer *Angkor*, became suspicious and gave chase, whereupon he saw a number of packages thrown into the harbour from the launch. A fine of \$15, with the alternative of 14 days' imprisonment, was imposed.

The Shamen strikers seem to be well supplied with funds. Besides the amount received from the plays given at Honam Theatre for their benefit, it is said that several individuals have made contributions unasked. The *Canton Gazette* says if what it hears from the strike leaders is true, the funds so far available are sufficient to keep the strikers for at least three months. It is a statement, however, that most people will take *en grande sale*. According to statements reaching Hongkong yesterday there are expectations that the strike may end today.

TYPHOON WARNING.

The following report was received from the Manila Observatory at 2.30 p.m. yesterday:—

Typhoon is about 11deg. Long. E. and 20deg. Lat. N.; direction unknown.

DR. FORSYTH LEAVES.

PRESENTATIONS FROM THE K.C.C. AND L.T.A.

Dr. Charles Forsyth, who for so long has been a prominent figure in the social and sporting life of the Colony, left Hongkong for Canada on the s.s. *Empress of Russia* yesterday. It is understood that he will make a prolonged stay in Canada, and will then proceed home.

The heartiness of the affection in which the popular sportsman is held in the Colony was shown by the constant stream of friends who went aboard the liner yesterday morning to bid him God-speed. Two handsome souvenirs were presented to Dr. Forsyth, from the Kowloon Cricket Club and the Lawn Tennis Association respectively.

The first was a large silver loving cup, and the second a "smoker's companion," also of silver. It had been intended to make the presentations in the smoking-room of the vessel; but Dr. Forsyth got wind of the preparations at the last moment, and his modesty was not equal to so great a degree of publicity.

He begged that the function might take place in the seclusion of his cabin; and this was accordingly done. The cabin was not nearly big enough to hold the large number of well-wishers, many of whom overflowed into the corridor outside.

It had been the hope of the organizers of the presentation that Mr. R. E. Lindsell would hand the two souvenirs to Dr. Forsyth; but pressure of work unfortunately prevented the First Magistrate from being present. He, however, sent a letter expressing his regret at not being able to attend.

GOVERNMENT HOUSE.

On Monday night His Excellency gave a dinner-party to which were invited the following:—Hon. Sir Claud and Lady Severn, Monsieur et Madame Courthial, Lieut. Colonel and Mrs. Barchus, Mr. and Mrs. Both, Lieut. Colonel and Mrs. Trevelyan, Mr. and Mrs. Richard Hancock, Lieut. Comdr. Holt, Mr. D. H. Cameron, Commander Hudson, Major Chenevix Trench and Mr. and Mrs. Champkin.

On Wednesday forenoon His Excellency inspected the fourth detachment of men enlisted in Wei Hai Wei, for the Hongkong Police Force.

On Thursday, His Excellency's Aide-de-Camp, Capt. R. Neville, left the Colony, in the R.M.S. *Empress of Russia*, on six weeks' leave.

On Saturday, August 9th, His Excellency will be present at the dinner to be given at the opening of the Chekha Country Club.

THE TYPHOID TILTING TOURNAY.

The "Lists" are again and from both ends ride.

An armoured Knight, with hison puffed with pride.

The eyes of each reflect a baleful lust Determined that the other, at one thrust, Must cry for quarter as he bites the dust, And thereby show that he hath sorely lust.

One Knight's equipped with stethoscope and lance.

His steed a buffalo, obtained by chance From out the stable of the Sanitary Board, Who are his squire—for he's their over-Lord.

When fifty hath nought but ignorance From all the Government sent there comes a roar.

To cheer him on (that's what they are there for).

Loud is the acclamation for their champion's praise. His shield, ornate with coat-of-arms, displays A drowning man who's clutching at a straw.

The other Knight is mounted on a cow Of plough-bred-bite and on his swarthy brow. He wears a bottle from the Dairy Farm, Of which his enemy hath spoken harm, Because of this he's spoiling for a row.

He hath no squire but should, when weapons lock, He find himself to get the worse knock, Let him repair to have his needed rest, To have his bleeding wounds both staunch and dressed.

To one of sympathy—a Dr. Keel.

O. E.

CABLES.

LATEST CABLES.

[THROUGH HUNTER'S AGENCY.]

IRISH BOUNDARY DISPUTE.
ULSTER MUST BE REPRESENTED.
HOME GOVERNMENT'S GRAVE
PROBLEM.

London, July 31st.

On the eve of the recess the Government is suddenly confronted with a political problem of the first magnitude arising out of the reported decision of the Privy Council that the Boundary Commission cannot be legally constituted without a representative of Ulster, who must be appointed by the North of Ireland Government. It is thought in Parliamentary circles that fresh legislation must be introduced to deal with the question, for the solution of which President Cosgrave is pressing. As it is impossible to pass such a Bill before the recess unless unanimity is previously secured, the Cabinet has decided to call a round table conference of the party leaders and the British signatories to the Irish Treaty.

LONDON CONFERENCE.

FRENCH PRESS COMMENTS.

Paris, July 30th.

The new French formula called last night is causing comment upon it. It is approved by *Le Matin* and *L'Echo de Paris*, but is denounced by *Le Journal*, which declares that the Conference is drifting towards a wreck. *L'Echo de Paris*, predicts the rejection of the formula by the Anglo-Saxon bankers. *Figaro* and *Le Journal* declare that the members of the Reparations Commission refuse to go to London.

Paris, July 31st.

All the papers state that the new French plan constitutes the maximum concessions and that France could not be held responsible for the failure of the Conference.

EARLIER CABLES

FRENCH ARBITRATION PROPOSAL.

London, July 30th.

Harris states that the French arbitration proposal is the event of Germany's default in payment of reparations has been finally drafted, and would operate in case either of a disengagement in the Reparations Commission on German default or the German industrialists' failure to carry out contracts for deliveries in kind. Appeals would be allowed from the decisions of the Reparations Commission and the Transfer Committee regarding stoppage of deliveries in kind. Furthermore British, French and Italian military and engineering experts and diplomats have drafted a scheme for the military evacuation of the Ruhr proportionately as Germany pays her debts.

REPARATIONS COMMISSION.

The Reparations Commission, after lengthy deliberations, has decided to go to London.

WHAT GERMANY HAS PAID.

In the House of Commons, replying to Mr. Morel, Mr. Snowden said Germany had paid up to May 30th a total of 453 millions sterling which included reparations and the cost of the armies of occupation, excluding the Ruhr.

UNEMPLOYMENT IN BRITAIN.

REVIEW IN HOUSE OF COMMONS.

GOVERNMENT PROPOSALS.

London, July 30th.

At the instance of the Liberals, the Government unemployment policy was reviewed in the House of Commons by Mr. Snowden, who at the outset drew ironical cheers and laughter by remarking that the Government had a positive remedy for unemployment but was more positive that the remedy would be slower than the cure.

The Chancellor further foreshadowed proposals which, though involving heavy public expenditure, he hoped would add to the productive capacity of electricity. He emphasised the importance of foreign trade, and said he hoped the "Lithium" Conference would result in such an agreement as would give the people of Europe confidence to settle down to work and re-open the continental markets, but we were bound to face intensified competition in the world's trade in future, therefore we must do everything possible to cheapen and improve production.

Mr. Snowden, continuing, stated they were bringing pressure to bear on the railway companies to recondition and re-equip their lines and adopt electrification.

The Government had decided to revive the Severn barrage scheme, which, if undertaken, would be the most difficult engineering feat in history.

The Government had accepted in principle the sugar exchange assistance for the sugar beet industry for a period of ten years, which he was assured would enable new factories to be started almost immediately. He believed this was one of the biggest things that could be done for British agriculture, which it would revive.

Messrs. Lloyd George and Macnamara twisted the Government for adopting schemes at which it had previously sneered.

Sir L. Worthington Evans criticised the schemes on the ground that they would not find work for the men this winter. He moved the reduction of the Minister's salary, but the motion was rejected by 254 to 204.

INDIAN FRONTIER AIR
CRASH.

TWO AVIATORS SAFE.

SIMLA, July 30th.

The two British military aviators reported to have been killed in a crash during a fog at Razmak, yesterday, have returned safely.

OFFICER IN TRIBESMEN'S
HANDS.

SIMLA, July 31st.

According to latest information from the frontier the aviator who fell into Wazir-chands has returned alone safely to Razmak. The Squadron Leader with whom he was a passenger remains in the hands of the tribesmen, but is reported to be unharmed and well-treated. There is no reason to doubt that the four others were killed, as already reported.

ARGENTINIAN WORLD
FLIGHT.

CONSTANTINOPLE, July 31st.

Zanni has left for Aleppo and expects to follow the same route as Capt. Doisy.

ECHO OF BRAZIL REVOLT.

SANTOS, July 31st.

Large coffee shipments from the interior are arriving. Telegraphic and telephonic communication between Santos and Sao Paulo has been restored.

EARLIER CABLES.

U.S. WORLD FLIGHT.

FACING THE TRANS-ATLANTIC
TRIP.

London, July 30th.

The American world fliers have left Hull for Kirkwall on the first stage of their Trans-Atlantic flight.

LATER.

The American fliers have arrived at Kirkwall.

BRITISH NAVAL PROMO-
TIONS.

NEW FLEET ADMIRAL.

London, July 30th.

Sir Charles Madden has been promoted Admiral of the Fleet, replacing Sir Henry Jackson (retired).

Sir Gough Calthorpe replaces Admiral Madden as first aide-de-camp to His Majesty.

Sir Beauvoir Brock has been promoted Admiral, Sir Rudolf Benthick has been promoted Vice-Admiral, and Captain Cecil Staveley has been promoted Rear-Admiral.

AUSTRALIA'S NAVAL BILL.

FIRST CRUISER TO BE BUILT IN
ENGLAND.

London, July 30th.

The House of Representatives has passed the Defence Equipment Bill by 17 votes to 7. A Labour amendment favouring the construction of both instead of one of the cruisers locally, was defeated by 20 to 22. Mr. Bruce explaining that the Government desired to accept the offer to build the first cruiser in England.

THE WORLD'S SPORT.

HOME CRICKET.

ENGLISH TEAM FOR AUSTRALIA.

London, July 30th.

The English cricketers leaving for Australia in the autumn have been selected as follows:

Mr. A. E. R. Gilligan (Camb. and Sussex), Captain.
Mr. J. W. H. T. Douglas (Essex).
Mr. J. L. Bryan (Camb. and Kent).
Mr. A. P. Chapman (Camb. and Berks).
Mr. C. H. Gibson (Camb. and Sussex).
Mr. A. Sandham (Surrey).
H. Strudwick (Surrey).
Dick Tydesley (Lancashire).
M. W. Tate (Sussex).
E. Hendren (Middlesex).
H. Sutcliffe (Yorkshire).
A. P. Freeman (Kent).
Roy Kilner (Yorkshire).
J. W. Hearne (Middlesex).
F. E. Woolley (Kent).

With the exception of another wicket-keeper, the team is complete.

S. AFRICANS AT BRIGHTON.

London, July 31st.

At Brighton the weather was fine when, before a large crowd and on an easy wicket, the South Africans scored 337. (Nourse 75, Hands 53 not out.)

BRITISH RUGBY TOUR.

NARROW WIN AGAINST WESTERN TRANSVAAL.

POTCHERSFLOOM, July 30th.

The British "rugger" team touring South Africa defeated the Western Transvaal by 8 points to 7.

U.S. NAVAL POWER.

BRITAIN AGAINST "MODERNISA-
TION."

WASHINGTON, July 31st.

British representations against the modernisation programme of the American Navy might bring to a head the controversy which has been stirring naval circles since the Disarmament Conference. Officials in touch with the question say that neither the French nor Japanese Governments share the British view, though Italy might, hence if the matter ever came up for decision by the signatory Powers, Britain would probably be outvoted.

"A GOOD" IDEA.

WASHINGTON, July 31st.

Secretary Wilbur, referring to Mr. Ponsby's statement yesterday said "It is a good idea to have the question raised, in order that it may be settled." So far as is known the Government has not taken steps to reply to British representations on the subject of the modernisation of old battleships, including the elevation of turret guns. In any case it is evident that no haste is necessary, as the Navy so far lacks both authority and appropriations to increase elevations. The proposal therefore cannot be resubmitted to Congress until the regular session opens in December.

EARLIER CABLES.

QUESTION OF GUN ELEVATION.

London, July 30th.

In the House of Commons, in reply to a question by Comdr. Bellairs whether representations had been made to the signatories of the Washington Convention that the alteration of elevation of guns on capital ships, or expenditure for the purpose of increasing the radius of action, would, in the opinion of the British Government, be a breach of the Convention, Mr. Ponsby answered in the affirmative, and added that the Powers concerned were the United States and Japan.

TEHERAN OUTRAGE.

PERSIA ACCEPTS TERMS OF
U.S. NOTE.

EXPRESSION OF HORROR AND SORROW.

TEHERAN, July 31st.

The newspaper *Iran* publishes a letter from the Foreign Minister to the American Minister expressing Government and the nation's horror and sorrow at the murder of Mr. Imbrie. It intimates the Government's complete willingness to carry out the demands of the American Note and only regrets that Persia has no fleet, otherwise she would have placed a warship at American disposal for the conveyance of the late Mr. Imbrie's remains. The question of proper compensation for the widow is being considered.

PUBLIC SCHOOL TRADITIONS.

SPEECH DAY AT LEYS.

Sir Anthony Hope Hawkins, the distinguished novelist, presented the prizes on June 30th at the annual Speech Day at the Leys School, Cambridge. At the conclusion of the ceremony, he spoke of the value of public school tradition. Some of these traditions, he said, were less valuable than others, and from time to time they should be looked over to see whether they should be preserved, revised, or scrapped. Certain traditions, he said, were of great value, and he pointed to the traditions of the Leys School. He said that the traditions of the Leys School were of great value, and he pointed to the traditions of the Leys School. He said that the traditions of the Leys School were of great value, and he pointed to the traditions of the Leys School.

It is a disgrace to the country that foreigners should come in and live upon English people.—*Mr. Registrar Wild.*It is essential that there should be someone in the House who does not care a damn for any of you.—*Colonel John Ward.*FAR EASTERN CABLE
NEWS.

[THROUGH HUNTER'S AGENCY.]

SECRET SOVIET-JAPANESE
TREATY?

REPORT FROM PARIS.

London, July 31st.

The *Morning Post* correspondent in Paris says that well informed circles believe that a secret Russo-Japanese Treaty of the highest importance is on the point of being signed, if even it is not already signed. It is asserted that Japan will furnish heavy artillery and hand over her surplus warships to Russia, while Russia will cede all oil rights in Northern Saghalien. It is further asserted that it was chiefly owing to Japanese influence that the Russo-Chinese agreement were recently signed.

PROBLEM OF SAGHALIEN.

A SOVIET SUGGESTION.

Moscow, July 31st.

The *Pravda* says that the Union of the Soviets is ready to grant concessions for the exploitation of the Saghalien naphtha wells by mixed companies with Soviet, Japanese and American capital, as the best way out of the difficulty, but resents Japan's viewpoint that compensation should be paid for evacuation. The paper declares that Japan's rights were only acquired through military occupation. The article does not mention the outstanding British claims.

SOVIET AMBASSADOR TO CHINA.

M. KARAKHAN PRESENTS HIS
CREDENTIALS.

PEKING, July 31st.

M. Karakhan presented his credentials as Ambassador to the President this morning. All members of the Cabinet attended the ceremony which was slightly more elaborate than in the case of the presentation of a Minister and included the playing of the Soviet and Chinese National anthems.

SOVIET LOAN IN BRITAIN?

C. E. R. AS COVER.

London, July 30th.

In the House of Commons, Sir R. Lyle asked whether the Soviets had directly or indirectly advanced a proposal for a loan in this country, on the ultimate guarantee of the Chinese Eastern Railway, and Mr. Ponsby declared that no such proposal had been submitted to the Government.

JAPANESE TENNIS PLAYERS.

DETAINED ON ELLIS ISLAND.

New York, July 31st.

In consequence of orders from Washington, states a message sent to Japan, the Japanese Davis Cup players Fukuda and Harada arrived on the *Olympic* and were detained on Ellis Island until yesterday afternoon, when they allowed to enter America on parole. It is alleged that their passports were improperly viced in Paris.

JAPANESE LUXURIES TARIFF.

NOW IN FORCE.

Tokyo, July 31st.

The Luxuries Tariff was promulgated this morning and becomes effective immediately.

WAR TIME DESERTERS.

In the House of Commons recently Mr. Neil McLean asked the Secretary for War whether any amnesty has been granted to those who deserted during the war, and, if not, whether he intended to offer an amnesty.

Mr. Walsh: The answer to the first part of the question is in the negative. As regards the latter part, I am not prepared to dispose altogether, by a general amnesty, with the right to try and punish men, in serious and special cases, for the grave military offence of desertion. The normal practice, however, has for long been to discharge the deserter without resorting to trial and without withdrawing him from his civil employment. I see no reason to vary this general policy, but I can undertake to consider sympathetically any particular case which does not appear to be covered by it.

FINANCES OF A TRADE
GUILD.UNION SHROFF CHARGED WITH
EMBEZZLEMENT.A peep behind the scenes of the official
organisation of a humble Chinese trade
was offered yesterday, when Tam King
Woon, an elderly shroff of the Hongkong
Cigarette Hawkers' Association, appear-
ed in the dock at the Central Magistracy.

He was charged with embezzling money amounting to \$1,500 from the Association. Mr. J. T. Prior appeared for the prosecution, and Mr. C. A. S. Russ defended. Cheung Wong Shau, Chairman of the Association, giving evidence, told the Court how a man brought in a bill for \$101 for goods supplied to the Association. Defendant said, "Come back later." When witness examined the books, he found that the amount had already been entered as paid. Shortly after, an electric light company's shroff presented a lighting bill, and witness told defendant to pay it. Defendant said he had no money in hand. Witness asked why, adding that, the day before, he had received \$25.00 in payments to the Association. Defendant replied: "I have spent it."

Witness, continuing, said that an auditor who was engaged, discovered further deficiencies in the books, amounting to over \$700. Witness reported the matter to the police on February 17th. At this time the defendant had been absent for two or three days. He had not announced his intention of staying away. Cross-examined, witness said he did not know that defendant went to Canton in February, and did not ask him to go. The books were not handed to witness before defendant went. Mr. Russ: I put it to you that in February the members were agitating for their money?—Yes. Against you, amongst others?—No. Against you and Ho Tai, the secretary, and all the officials of the Association, and that you suggested that the defendant should go away?—No. The Magistrate (Mr. R. E. Lindsell): Why should he want the defendant to go away? Mr. Russ: As a scapegoat, your Worship. Mr. Prior protested.

ECHO OF SEAMEN'S STRIKE.
Mr. Russ (to witness): Do you remember your Union advancing \$1,000 to the Seamen's Union during the seamen's strike?—No. I suggest that that money was drawn from the National Commercial and Savings Bank, with your authority, between January and March 1922, and that Ho Tai was supposed to go up to Canton to pay it over?—No. No such money was drawn. Witness added that none of the funds of the Association had ever been placed with the Bank named. The Association banked with five different banks.

Mr. Russ: Why five banks?—To guard against possible loss. His Worship: Never put all your eggs into one basket, Mr. Russ. (Laughter.) Pressed by Mr. Russ with regard to a sum of \$1,000, shown in a bank pass-book to have been withdrawn, witness said he remembered this sum having been taken out and handed to the defendant. I put it to you that this is the \$1,000 which you and the Treasurer said you were paying to the Seamen's Union?—No. We never lent money to the Seamen's Union. Did you ever lend out money from the funds in small amounts?—No. We had no authority to do so. You had no authority, but did you not, in fact, do so?—No. Did not Leung Ping borrow some money?—I do not know Leung Ping. I suggest it was your constant practice to lend out money to such members of the Association as were your particular friends, and that you instructed defendant to pay out these loans?—No. The Treasurer of the Association said that they had \$100 in cash in hand in January last, as well as \$9,350 in securities. Some small books (produced) he said were receipt books, one being his own, and the other, defendant's. According to these books, the Association should have \$8,300 in hand. The hearing was adjourned until August 11th.

"MY BELOVED GENERAL."
At the funeral of Sir Dighton Probyn, V.C., Queen Alexandra's Comptroller, a cross of red and white carnations from Queen Alexandra bore the following inscription in her own handwriting:—"For my beloved General Probyn, with thanks for all he has been to me all these years—fifty-two years. We shall miss him so much, but he will draw us up to Heaven, where he is safe to go. God bless. From his devoted ALEX. ANDRA."

Queen Alexandra and Queen Olga of Greece attended a memorial service at Sandringham Church.

THE GARRISON SCHOOL.

ANNUAL PRIZE DISTRIBUTION.

The annual distribution of prizes in connection with the Hongkong Garrison Schools was held at the Command Educational Training Centre, Victoria Barracks, yesterday morning. Mrs. Orpen Sanders (wife of Lieut.-Colonel Orpen Sanders) presenting the prizes.

Amongst the large gathering of ladies and gentlemen present were: Lady Severn, Lieut.-Colonel Orpen Sanders, C.G.A. of the Garrison; Professor L. Forster, Professor of Education at the Hongkong University; Mr. G. de Martin, Inspector of English Schools; Major Chenevix-Trench of the General Staff; Capt. Macerney, D.A.Q.M.G.; the Rev. R. J. Northcott, Garrison Chaplain; Capt. A. E. Watts, Command Education Officer; Lieut. Comdr. Mischbrook, R.N.; Mrs. Paton, Mr. A. Remington, Miss Airey, Officers of the Girl Guides, and Mr. A. White, District Scout Master. Capt. Watts, in calling on Mrs. Orpen Sanders to distribute the prizes, after warmly welcoming all those present, reviewed the principal incidents of the school year. Since last year, he said, they had opened a new kindergarten room, which he described as being one of the happiest and brightest rooms in the Colony. Again, since last year they had acquired a piano, previous to which the only instrument they possessed was a tuning fork. In the elder children's school they had started a domestic science course where they taught the elder girls the principles of house keeping. In this connection they had just completed their first term. Last December they organised a Mothers' Day which was a great success. This year they hoped to have a similar event which they would call "Parents' Day," as so many fathers turned up at the last event.

Capt. Watts went on to refer to the exhibition of handicraft by the scholars which was displayed in the room and which these present to inspect the work, which he thought would speak for itself. Regarding sports, Capt. Watts enumerated the schools' successes at swimming, boxing and at the annual sports of the V.R.C., and went on to refer to successes achieved by pupils in school. During the year four scholars had proceeded to the Central British School at Kowloon. These pupils had won Government scholarships, and according to report these former pupils were making good progress. He specially mentioned the success of Mr. William Lawson, who was a pupil at the Garrison School from 1916 to 1919 and afterwards a pupil at St. Joseph's College. Mr. Lawson had since proceeded home and at Aberdeen University had obtained a degree of Bachelor of Commerce.

He was pleased to see officers of the Boy Scouts and Girl Guides present and in particular welcomed Mr. A. White, District Scoutmaster. The school troops of scouts and guides were flourishing. Capt. Watts concluded by announcing that during the afternoon they hoped to take the infant scholars to Repulse Bay for their annual picnic, whilst the elder children were to have their picnic on August 10th.

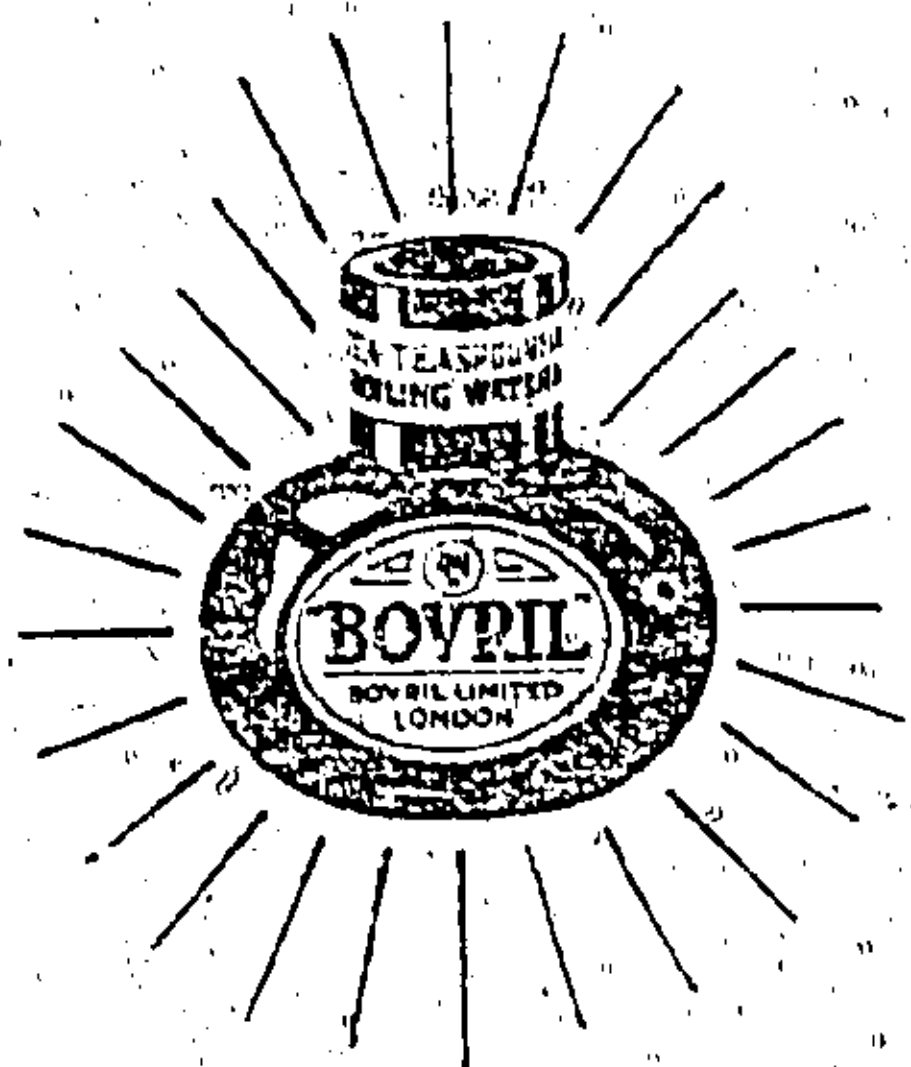
Mrs. Orpen Sanders then distributed the prizes and was the recipient of a beautiful bouquet of flowers from the hands of one of the scholars. Lieut.-Colonel Orpen Sanders briefly replied on behalf of his wife. The prize list is as follows:—

ELDER CHILDREN'S SCHOOL.
CLASS II.—May Stainer, Hilth Thorn, Willis Appleton, Lionel Wakeford.
CLASS III.—Betty Flynn, Gladys Denning, Raymond White, Frank Anslow, Fred Appleton.
CLASS IV.—Joan Gray, Joan Burge, Ronald Griggs, Trevor Mischbrook.
CLASS V.—Barbara Budden, Phyllis Hunt, Ina Darnett, James O'Brien, Lawrence Allen.
CLASS VI.—Christina Maynard, Eileen Anslow, Arthur Maycock, Herbert Smith, Fernley Bersey.

SPECIAL.—Julia Smirke, Maude George, Ena Allen.
Sewing.—Aileen Hynes (lower division), Kathleen Tarrow (upper division).
INFANT CHILDREN'S SCHOOL.
CLASS I.—Boys: 1, Henry Tye; 2, John Castleline. Girls: 1, Marguerite Hewett; 2, Jane Paton; handwork, Nancy Longridge.
CLASS II (a).—Boys: 1, Raymond Denning; 2, Derrick Byrne. Girls: 1, Cecile Hewett; 2, May Keyball.
CLASS II (b).—Boys: 1, Brian Hynes; 2, Terence Beardsall. Girls: 1, Thelma Castleline; 2, Margaret Hearn; handwork, Joyce Smirke.
CLASS III.—Boys: 1, Ian Harrison; 2, Dennis Smith. Girls: 1, Elsie Appleton; 2, Helen Grant; progress prize, George Conley.

KINDERGARTEN CLASS.—Boys: 1, Gilbert Budden; 2, Arthur Roney; progress prize, Jack Stripp. Girls: 1, Pat Hamblin; 2, Conie Sully; handwork, Doris Tye.

"A DEMOCRATIC PRINCE."
Speaking at a Labour demonstration at Newcastle-under-Lyme on June 14th, Colonel Josiah Wedgwood, Chancellor of the Duchy of Lancaster, remarked that they had just had a visit in that district from the Prince of Wales, which had given the greatest pleasure, and it must not be supposed that the pleasure had not been less in Labour ranks than in other parties. Anything, he said, that brought the people together, with common sympathy and common aspirations, was for the good of the community as a whole. Class division was the curse of the country, and a democratic Prince should do much to break it down. He added that the first step in the direction of the aim Capitalist class understanding the aims of the toilers was for them to put an end to the injustice of low wages.



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The man who gets on is the man who can draw on big reserves of energy. If you wish to succeed in life increase your strength and vitality by taking Bovril. Bovril builds up body and nerve and gives new and greater vitality. The man who tires easily is not likely to "get there."

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 12th August, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 29th July, 1924. [1085]

LYOED TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "VENEZIA."

From TRIESTE, VENICE, BRINDISI, PORT SAID, MASSARA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 30th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GODDARD & DOUGLAS, Agents.

Hongkong, 30th July, 1924. [1086]

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

THE M/S "AUSTRIJEN" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th of August, 1924, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. GODDARD & DOUGLAS on the 7th of August, 1924, at 10 a.m.

All Claims against the Steamer must be presented to the Underwriter before the 10th of August, 1924, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hongkong, 31st July, 1924. [1087]

"THE GOOD OLD DAYS." VICTORIAN AND MODERN CHILDREN.

There was one respect in which modern children did seem to show a great improvement on Victorian children—they were less greedy, said Miss Pennefather, of the Parents' National Educational Union, at the resumed conference on "The Good Old Days and Now—1851 and 1924," held at the British Empire Exhibition, under the auspices of the National Council of Women. The Victorian mamma, she went on, kept things locked away from her children, who retained by stealing. An acquaintance of hers had never tasted the flower of a cauliflower until he was over 20, because, being one of the younger members of a Victorian family, he was told that he must be content with the stalk. The seed to the heart of the Victorian child was through strawberry jam. The present child, perhaps, loved chocolate too much, but it did not want to indulge in all the good things without sharing them with its elders. (Laughter.)

The speaker quoted passages from "Holiday House," which was the nursery classic at the time of the Great Exhibition, in 1851. The author, she said, in the course of a family to the children of her own period, that "they have no leisure—no time to get up to the noisy, frolicsome mischief-making now for—tasted nearly extinct." The young people portrayed by her pen had an ignorance of ordinary human experience which was positively staggering. After being beaten and scolded the boy hero is made to say that he knows it has been for his good. The modern child who was subjected to this treatment would drop and pine.

Dealing with contemporary juvenile literature, Miss Pennefather said that she could see two new forces at work—a terror of contemporary opinion and a youthful snobbery which allowed certain things to be "done" and not others. If the children of the present time were asked to name their popular heroes from books they would not choose boys or girls, but Pin, Nipper, and the "Trix" of the "X" boys. This pointed to a very real tendency to get away from life as they knew it to life as they imagined it, and if they did not imagine it on a very high level they were not responsible, but their adults.

Professor Winifred Cullis, who spoke on "How Women Earn Their Living—1851 and 1924," said that in 1851 women could earn their living only as wives and mothers. The only other avocation was that of teaching, which was not pursued by "ladies," and it was an immense advantage to the woman of the day to feel that she was not going to lose caste by working. There was one respect in which women had not yet succeeded in breaking away from the old traditions. To a certain extent it was still recognized that if a woman had intelligence she must hide it. The modern woman must not be stupid, because that made her intolerable to live with, but at the same time she had got to have sufficient skill to prevent that she was. (Laughter.) She still had to pose as the helpless female. "I am ashamed to say that I sometimes do it myself," added Professor Cullis. "And I have realised that by that means I have got things for myself and other people that I never have been able to get otherwise." (Laughter.) Women, she continued, had taken up the professions extremely well, but apart from the distributive trades they had not yet gone in for commerce greatly, and she believed that they had a part to play in commercial production. Fathers who had no sons were now beginning to take their daughters into business with a view to a large inheritance.

Lady Frances Balfour, who presided, protested that she had never posed as a "helpless woman," and that a great deal of the old "cringing" came from the fact that woman's position in the last century was a low one. The great difference between the exhibitions of 1851 and 1924 was the presence at Wembley of women and children in large numbers. Mrs. H. A. Fisher said that the woman of 1851 was left alone by the laws of the realm, but the modern woman was surrounded and protected in her shopping, her house-keeping, and as a mother by the Public Health Acts, while from the birth of her child the great welfare and educational apparatus of modern legislation was put in motion on its behalf.

COOKS WIN GOLD MEDAL.

WONDERFUL LINER MENUS.

Two ship's cooks have been awarded the gold prize of the famous French Gastronomic Society, the "Club des Cents." They are not ordinary ship's cooks but the chefs of the French Transatlantic liners "France" and "Paris."

They have been given the much-valued gold medals in recognition of the wonderful menus, and the fine cooking which these chefs have established as a tradition in the liners.

The Society, which every year distributes gold medals to those who have distinguished themselves in culinary art, has set itself up to foster good cooking and the art of comfortable hospitality. Members travel throughout France noting good kitchens and comfortable inns. They have issued a booklet of advice for cooks and hotel-keepers which contains the following advice:

Hotelkeepers, give us full attendance and you will become rich. Give us bad attendance, and it will be the worse for you.

Coffee made in advance is bad coffee. We eat good and tender beefsteak, not expensive furniture.

Keep your cheese under a glass cover; feed your guests, not the flies.

Use no chemical extract in cooking. Food should be prepared, not in a factory, but in a kitchen.

The Government of India have at the request of the South Indian United Church Mission permitted two German missionaries and a German lady missionary, Mr. and Mrs. S. C. and Miss Strickson to enter Malabar and remain there for purely religious work connected with the Mission. The party will arrive in September.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

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THE Steamship "MIRZAPUR"

carrying His Majesty's Mails, will be despatched from this Port at Noon, on THURSDAY, the 7th August, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—MACKINNON, BLACKBURN & CO., Agents.

Hongkong, 31st July, 1924. [1098]

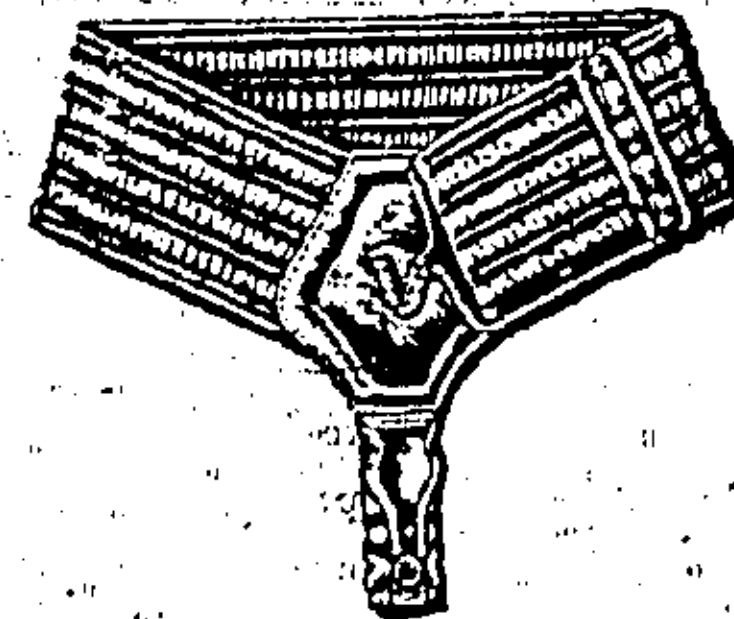
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from.....1924, to.....

addressed as follows:

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore.

Colombo, Suez and Port Said.

"AMAZON MARU" (Calls at Saito) Tuesday, 5th Aug.

Rio DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore.

Colombo, Durban and Capetown.

PANAMA MARU Monday, 11th Aug.

BOMBAY via Singapore and Colombo.

"ALPS MARU" (Calls at Penang) Monday, 4th Aug.

"CELEBES MARU" Wednesday, 20th Aug.

BANGKOK, SAIGON via SINGAPORE.

"KISHU MARU" Friday, 1st Aug.

CALCUTTA via Singapore & Rangoon.

"INDO MARU" Tuesday, 26th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"MANILA MARU" Tuesday, 12th Aug.

NEW YORK via Japan Ports, San Francisco and Panama.

JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.

"PARIS MARU" Monday, 11th Aug.

"MANILA MARU" Tuesday, 12th Aug.

"SUMATRA MARU" Thursday, 14th Aug.

KEELUNG via SWATOW & AMOY.

"AMAKUSA MARU" Sunday, 3rd Aug.

"KAIYO MARU" Sunday, 10th Aug.

TAKAO via SWATOW & AMOY.

TAKAO & KEELUNG.

"BATAVIA MARU" Sunday, 3rd Aug.

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S.S. "LEGAZPI" ... 5th Sept.

S.S. "C. LOPEZ Y LOPEZ" ... 30th Oct.

S.S. "ISLA DE PANAY" ... 21st Dec.

For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.

S.S. "LEGAZPI" ... 18th Aug.

S.S. "C. LOPEZ Y LOPEZ" ... 12th Oct.

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"SCHLESSEN"	27th July	10th September
"AAOEN"	26th August	11th October
"TRIER"	14th September	18th October
"ELBERFELD"	16th October	25th November
"COBLENZ"	10th November	13th December
"PFALZ"	11th December	17th January, 1925
"DERFFLINGER"	3rd January, 1925	4th February
"SAARBRUECKEN"	2nd February	5th March
"TRIER"	1st March	5th April
"FULDA"	29th March	2nd May

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STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	SHANGHAI	In port	2nd Aug.	BAZAVIA
TJILIWONG	JAVA	1st Aug.	3rd "	AMOI & SHANGHAI
TJIPANAS	JAVA	7th "	6th "	SAIGON
TJISALAK	S'BAJA-MANAR	7th "	11th "	YOKOHAMA
TJIMAROK	JAPAN	8th "	9th "	BATAVIA
OMBLIN	BATAVIA	8th "	13th "	SHANGHAI
SAWAH	JAVA	12th "		
LOENTO	JAVA	15th "	18th Aug.	MAKASSAR
TJILIWONG	SHANGHAI	16th "	19th "	SHANGHAI
TJIKINI	JAVA	16th "	23rd "	BATAVIA
TJISONDARI	SHANGHAI	21st "		

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SAILINGS FOR EUROPE:

OLDEKERK	From Hongkong	13th August
BOETON	"	Middle of September

ARRIVALS FROM EUROPE:

BOETON	"Due Hongkong	29th July
BOEROE	"	28th August
OOSEKERK	"	23rd September

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SCANDINAVIAN PORTS.

About 8th August, 1924.

Further Sailing	Expected on or about	Will leave homeward-bound on or about
M/S. "Australia"	30th July	10th September
M/S. "Java"	4th September	8th October
M/S. "Asia"	20th "	
M/S. "Chilo"	10th October	
M/S. "Africa"	6th November	
M/S. "Malaya"	10th December	

Subject to change without notice.

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SCOTTISH SPORT.

BOWLERS' SUPREMACY IN CRICKET.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, June 25th.

Sunshine mixed with showers again gave the bowlers the best of it in Scottish cricket. Morgan was mainly instrumental in dismissing Cartha for the low score of 7 runs, which included 1 extra. Individual scores of 100 have been few and far between this season, but two more fell to be chronicled. A. Linton, of Selkirk, helping himself to 102 not out at the expense of the Edinburgh University bowlers, and J. L. Stewart, of Collieston, to 101 against Helensburgh. As the result of the defeat of Helensburgh, County by Aberdeenshire at Mansfield, Clackmannan County now stand in isolation at the top of the Scottish Championship table, the only undefeated club in the competition. The weather prevented a definite decision being reached in the Fifeshire-Forfarshire contest at Dunfermline. When the game was abandoned as a draw, Forfarshire appeared to be in a fair way to register their first win, even though their batsmen had given a somewhat weak display against the Fifers' attack. With half their programme completed and not a win to their credit, Forfarshire's prospects of achieving their ambition this season may now be said to be very small. The Western League results were all according to form. Perthshire made a good draw with Grange. Greenock just managed to save their match with Carlton.

Scottish Counties Championship.
Aberdeenshire, 162 for five; Stirling County, 153.

Forfarshire, 71; Fifeshire, 30 for six.
Western Union Championship.

Uddingston, 81 for two; Clydesdale, 73.

West of Scotland, 117; Polce, 90.
Dumfrieshire, 20 for nine; Ayr, 65.
Kelburn, 121; Forcudie, 88.

Club Matches.
Glasgow Academicals, 105; Glasgow H.S., 76.

Glasgow H.S., 111 for 7; Clackmannan, 101.

Kilmarnock, 50; Cartha, 7.
Glasgow, 100 for 9; Perthshire, 132 for 6.

Carlton, 117 for 8; Greenock, 27 for 6.
Stewart's F.P., 114 for 8; R.H.S., F.P., 84.

School Championship.
Edinburgh Academy, 84; Fettes, 57.
Merchiston, 154 for 3; Watson's, 112 for 9.

ATHLETICS.
The Scots who travelled south to the A.A. Championships, met with a fair measure of success. Eric Liddell, who did not defend his title in the 100 yards, was beaten in the furlong by H. P. Kinnaman, the South African, in the first time of 21.7 seconds, but he made amends of winning the quarter in 43.5 seconds. Tom Nicholas was second to J. C. Nokes in the hammer with a throw of 160 ft. 6 in.

Cummings, of Maryhill, occupied third place to Blewitt in the two miles steeplechase. J. Jackson, the Edinburgh Northern Harrier, and Dr. A. P. Spark, the old Aberdeen student, both secured standard medals in the hammer throw.

Two Scottish champions, W. J. Seagrave and E. G. Suberland, secured titles, the Glenalmond master winning the mile in 4 mins. 21.1 seconds, or over seven, in advance of his Hampden time, and the South African capturing the javelin event.

RUNAWAY TRAIN.

FIREMAN AVERTS SMASH.

A remarkable accident, the serious consequences of which were averted by the bravery of an engine fireman, occurred on a High Barnet to Broad Street train recently.

The S.44 passenger train (North London section of the London, Middle, and Scottish Railway) was approaching Tottenham Station when there was a back fire on the engine. The fireman attempted to shut off steam with the result that flames, smoke and steam filled the cab.

Driver W. Barnett and his mate, Fireman Bowles, unable to remain on the footplate, had to climb back along the side of the tender. The train dashed through Tottenham Station and continued its journey uncontrolled.

Just before Woodside Park Station was reached the driver was shaken from his hold on the side of the tender and fell on the permanent way, but rolled clear of the train. He was later picked up suffering from concussion and was taken to the Finchley Memorial Hospital.

In the meantime the fireman, realising that unless the train was checked it would run into the preceding train, which was only about five minutes ahead, braved the steam and flames, and re-entered the cab. Although badly burned about the hands and arms, he stayed long enough to close the regulator, apply the brakes, and bring the train to a standstill.

The damaged train was eventually shunted into a siding at Woodside Park, and the passengers were sent on by a relief train.

In the Postmen's Park, S.E.C. is a memorial to Driver Peart and his colleague, who died in St. Mary's Hospital as the result of injuries received through the bursting of a steam pipe on a Great Western train from Slough to Paddington. The two men, although suffering from severe scalds, gallantly brought their train to its destination.

REGENT-STREET £80,000 SALE.

Miss Lyons, the seven-storey restaurant and shop of Messrs. J. Lyons & Co. in Regent-street, has been sold for a sum of approximately £80,000. Messrs. Lyons' reason for disposing of the property is stated to be that the volume of business done in that branch could not justify a refusal of the offer made to them.

100 MILES AN HOUR DOWN A MOUNTAIN.

RECORD SPEEDS IN MOTOR-CYCLE RACE.

ENGLISH BOY'S WIN.

Mr. K. Twenlow, who is only 20 years of age, is the hero of the 1st of Man. He was carried through the streets by his colleagues, followed by a cheering crowd who saw his plucky riding in the Junior Tourist Trophy road race.

This was for motor cycle up to 35 h.p., and against a field composed of many of the world's most skilled professional racing motorcyclists, this youthful rider came out a winner on a New Imperial with a record average speed of 55.8 miles per hour for the 22.5 miles course.

S. Ollerhead, riding a 349-h.p. Dot Bradshaw, gained second place, and L. H. R. Scott, one of S. Africa's champion riders, on an A.J.S., was third.

One of the finest incidents of the race was the presence of mind and courage displayed by Achille Varzi, a daring rider from Italy. Mounted on a 349-h.p. Blackburne, he was chasing R. G. Hickman, riding a New Imperial when the latter had a spill and was thrown on to the road. The Italian rider saw at once that there was no chance of avoiding Hickman, so he turned his machine off the road and threw himself into the ditch. Hickman was found to have broken a collar-bone, while Varzi was lucky to escape with a sprained ankle.

There were several other spills, but only one that was serious. G. E. Totterly, on a New Imperial, hit the parapet of Ballahugh Bridge at speed and was picked up unconscious. He was taken to hospital suffering from a fractured base of the skull.

65 MILES AN HOUR.

The race started at 10 a.m. and there were 35 competitors.

Exactly 25 minutes, 30 seconds after the start J. H. Simpson, riding an A.J.S., passed the grand stand, having completed the 37 miles at the record average speed for any T.T. race of 63.19 miles an hour. It is estimated that he must have descended the mountain at nearly 100 miles an hour.

His next lap was even better—63.839 miles an hour—but the speed was too terrific to last. His machine developed valve trouble in the third lap and he was forced to retire.

In the first two laps W. L. Handley, on a Rex Aime, and L. Horton, on a New Imperial, were second and third respectively, averaging over a mile a minute. Such speeds over this difficult road track, with its 15 dangerous dips, are remarkable. But at this point there was a mechanical protest against such a testing pace, and a big chance came over the race in the third lap.

L. Horton came up to first place, with Ollerhead second and L. H. R. Scott third.

In the fourth lap Horton still led, with Twenlow fourth. Conditions were now more difficult as a cloud lay like a wet blanket over the mountain, making visibility bad and the going very heavy.

In the fifth lap Twenlow took the lead and Horton dropped back to second place, but there was only 28secs. between the two, with 37 miles to go, and excitement ran high. They reached Sulby Bridge, the half-way house, about the same time. There Twenlow, who had been nursing his machine, cleverly forged ahead. Ollerhead came into second place and Scott third place. Finally, Twenlow flashed past the post.

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INDO-CHINA

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SAILINGS	SUBJECT TO ALTERATION.	
MANILA	"SUISANG"	Saturday, 2nd Aug., 11 a.m.
SANDAKAN	"MAUSANG"	Saturday, 2nd Aug., 1 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday, 3rd Aug., 7 a.m.
SHANGHAI via SWATOW	"TUESANG"	Sunday, 3rd Aug., 10 a.m.
BANGKOK via SWATOW	"CHAKSANG"	Monday, 4th Aug., 5 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Tuesday, 5th Aug., 3 p.m.
SHANGHAI via SWATOW	"TINGSANG"	Wednesday, 6th Aug., 10 a.m.
SHANGHAI via SWATOW	"CHUNTSANG"	Friday, 8th Aug., 10 a.m.
MANILA	"YUENSANG"	Saturday, 9th Aug., 11 a.m.
TIENSIN	"CHONGSHING"	Wednesday, 9th Aug., Noon.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday, 10th Aug., 7 a.m.
Kobe	"KITSANG"	Friday, 15th Aug., 7 a.m.
STRAITS & CALCUTTA	"LAISANG"	Wednesday, 25th Aug., 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong and Hongkong.

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TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chaofoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about
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"PEMBROKESHIRE"	6th Aug.	"GLENBEG"	21st Aug.	London, Rotterdam & Hamburg
"GLENIFFER"	23rd Aug.	"GLENIFFER"	28th Sept.	London, Rotterdam & Hamburg
"GLENOGLE"	3rd Sept.			

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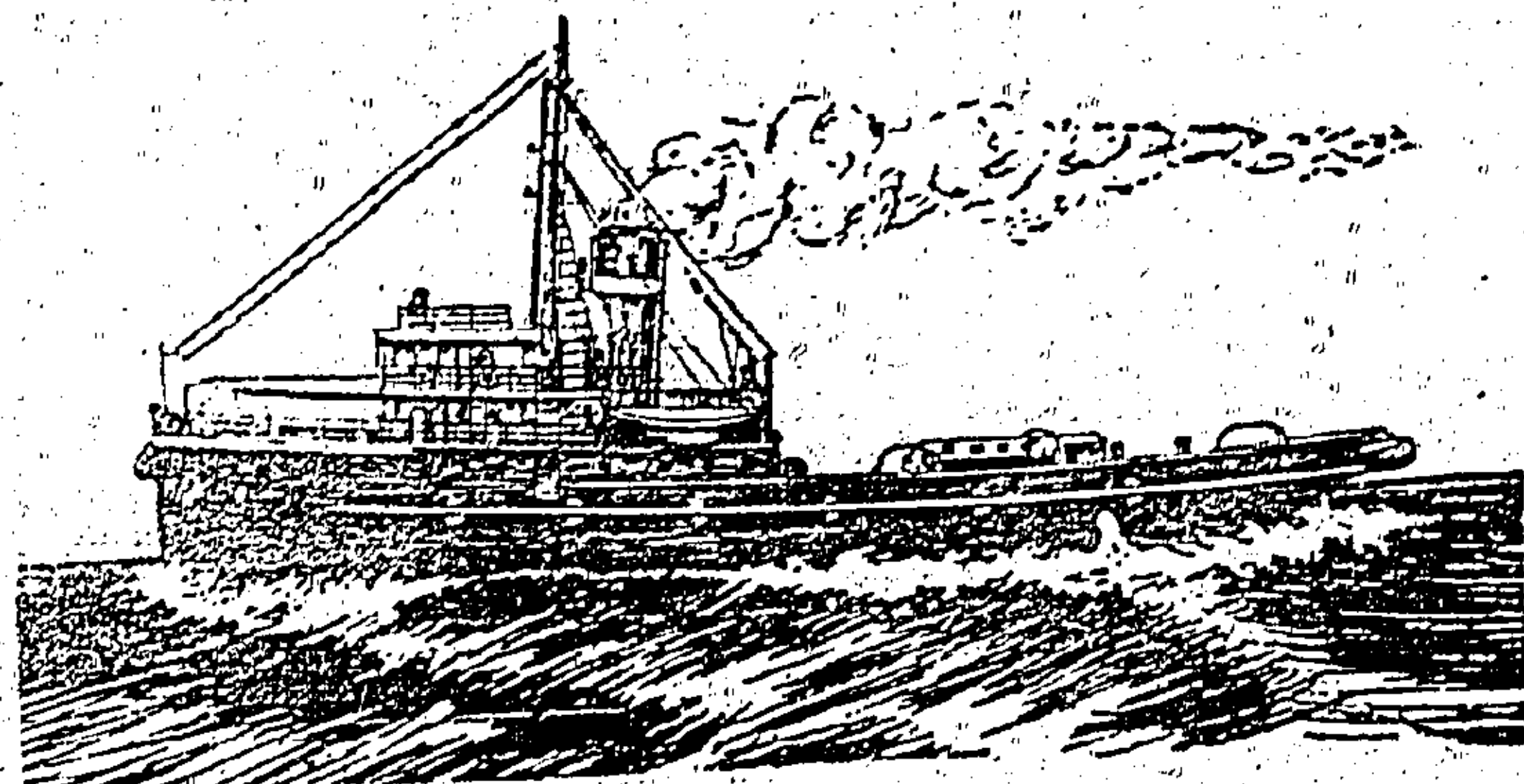
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"CITY OF CHESTER" via Suez Canal 18th Aug.
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"CITY OF CHESTER" via Suez Canal 1st Sept.

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AMAZONE	—	—	3rd Aug.
ANGKOR	—	—	17th Aug.
AYZAY LE RIDEAU	3rd July	5th Aug.	3rd Aug.
PAUL ECART	17th July	18th Aug.	14th Sept.
ANDRE LEBON	31st July	1st Sept.	2nd Oct.
AMBOISE	14th Aug.	15th Sept.	12th Oct.

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HAIPHONG Capt. W. C. Passmore Friday, 8th Aug. at 5 p.m.

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SS.	Tons	From Hongkong (about)	Destination
"MIRZAPUR"	6,715	7th Aug.	Noon Spore, Penang, Colombo & B'way.
"DEVANHA"	6,932	9th Aug.	Noon Marse, London & Antwerp.
"SICILIA"	8,813	22nd Aug.	Spore, Penang, Colombo & B'way.
"MANTUA"	10,902	22nd Aug.	Mars, Ldon, & Antwerp.
"NAGOYA"	6,884	30th Aug.	Spore, Penang, Colombo & B'way.
"SARDINIA"	6,884	30th Aug.	Mars, Ldon, & Antwerp.
"KALYAN"	9,118	4th Sept.	Spore, Penang, Colombo & B'way.
"KANSAR-HIND"	11,433	20th Sept.	Mars, Ldon, & Antwerp.
"SOUDAN"	6,896	2nd Oct.	Spore, Penang, Colombo & B'way.
"KASHMIR"	8,963	4th Oct.	Mars, Ldon, & Antwerp.
"MOREA"	10,911	12th Oct.	Spore, Penang, Colombo & B'way.
"SICILIA"	8,813	20th Oct.	Mars, Ldon, & Antwerp.
"KASHMIR"	10,941	15th Nov.	Spore, Penang, Colombo & B'way.
"MALWA"	9,009	22nd Nov.	Mars, Ldon, & Antwerp.
"KASHMIR"	10,911	13th Dec.	Spore, Penang, Colombo & B'way.
"MANTUA"	9,007	27th Dec.	Mars, Ldon, & Antwerp.
"KALYAN"	11,089	10th Jan. 1925	Spore, Penang, Colombo & B'way.
"KASHMIR"	9,118	24th Jan. 1925	Mars, Ldon, & Antwerp.
"MOREA"	10,911	7th Feb. 1925	Spore, Penang, Colombo & B'way.
"KASHMIR"	8,963	21st Feb. 1925	Mars, Ldon, & Antwerp.
"MALWA"	10,941	7th Mar. 1925	Spore, Penang, Colombo & B'way.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,949	20th Aug.	Singapore, Penang & Calcutta
"TAKADA"	10,000	2nd Sept.	do.
"TILAWA"	10,000	5th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	27th Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	1st Oct.	do.
"ST. ALBANS"	6,500	29th Oct.	do.

Frequency connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal, San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"NAGOYA"	4,854	1st Aug. 4 p.m.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	1st Aug. 10 a.m.	Moji & Kobe.
"SARDINIA"	6,884	8th Aug.	Shanghai & Kobe.
"KALYAN"	9,118	8th Aug.	Shanghai, Moji & Kobe.
"TALMA"	10,000	13th Aug.	Moji & Kobe.
"TILAWA"	10,000	13th Aug.	Moji & Kobe.
"KANSAR-HIND"	11,433	22nd Aug.	Shanghai & Yokohama.
"PESHAWUR"	7,534	31st Aug.	Moji & Kobe.
"TAKADA"	6,949	31st Aug.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	5th Sept.	Shanghai, Moji & Kobe.
"SOUDAN"	6,896	5th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	8th Sept.	Moji & Kobe.
"PANDA"	9,258	18th Sept.	Shanghai, Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	3rd Oct.	Moji & Kobe.
"ST. ALBANS"	6,500	4th Oct.	Shanghai & Kobe.
"SICILIA"	8,813	4th Oct.	Sasagami, Moji & Kobe.
"MALWA"	10,941	18th Oct.	do.
"KASHMIR"	9,009	1st Nov.	Moji & Kobe.
"EASTERN"	4,000	1st Nov.	Shanghai, Moji & Kobe.
"MANIUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KALYAN"	9,007	29th Nov.	do.
"ARAFURA"	6,000	6th Dec.	Shanghai, Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"ST. ALBANS"	6,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	24th Jan.	do.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe.

1925.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "WEST KATAN"	Due Hongkong 2nd Aug.
U.S.S. "WEST JESTER"	Leave Hongkong 18th Aug.
U.S.S. "WEST SEQUANA"	Leave Hongkong 26th Aug.
U.S.S. "WEST SEQUANA"	Leave Hongkong 31st Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S.
AND CANADIAN OVERLAND POINTS.

TO MANILA, ZAMBOANGA AND CEBU.

U.S.S. "WEST MANILA"	Due Hongkong 8th Aug.
U.S.S. "WEST MANILA"	Leave Hongkong 11th Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO SAIGON, AND MANILA.

U.S.S. "WEST PROSPECT"	Due Hongkong 26th Aug.
U.S.S. "WEST PROSPECT"	Leave Hongkong 29th Aug.

FOR FULL INFORMATION, APPLY TO—
STRUTHERS AND BARRY,
1st Floor, Queen's Building,
Phone No. Central 8003.
G. P. BRADFORD,
Res. Agent.

CHINA NAVIGATION CO., LIMITED.

Port	Steamers	Date of Departure
JAVA COAST (For Orders)	"TAIKOO WANYI"	On 1st Aug. 3 p.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 2nd Aug. Noon.
WAIHAIWAI, CHEFOO & TIENSIN	"HUICHOW"	On 2nd Aug. Noon.
AMOY, SWATOW & SINGAPORE	"KANGSU"	On 3rd Aug. 2 p.m.
SWATOW & SHANGHAI	"SUNNING"	On 3rd Aug. 2 p.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 5th Aug. D.L.
SWATOW & SHANGHAI	"TAKING"	On 5th Aug. 10 a.m.
SWATOW & SHANGHAI	"KAYING"	On 5th Aug. 2 p.m.
SWATOW & SHANGHAI	"CHINHUA"	On 7th Aug. 2 p.m.
SWATOW & SHANGHAI	"KWANGCHOW"	On 12th Aug. 2 p.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 15th Aug. 4 p.m.
SWATOW & SHANGHAI	"KUEIHOV"	On 17th Aug. 2 p.m.
SWATOW & SHANGHAI	"KWEIYANG"	On 17th Aug. 2 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight and Passage apply to—
BUTTERFIELD & SWIRE,
Agents.
Telephone Central 33.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports.
"CHANGSHA"	In Port	2nd August, 10 a.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice-Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—
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NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (FUMME).

TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S. "LACONIA"	...	Sails about 10th August.
S.S. "VENEZIA"	...	Sails about 31st August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "GERANIA"	...	Sails hence 3rd August.
S.S. "ROSANDRA"	...	Sails about 8th August.
S.S. "BRENTA"	...	Sails about 29th August.
S.S. "VENEZIA"	...	Sails about 6th September.

* Cargo only.

NATAL—LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI"	...	Sails about 31st August.
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Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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REGULAR FREIGHT & PASSENGER SERVICE

KEHLUNG, HONGKONG, CANTON & HAIPHONG,
SAILING FROM HONGKONG.

For CANTON
S.S. "CHUKWA MARU" on or about 5th Aug.

For HAIPHONG via Hothow & Pakhoi
S.S. "CHUKWA MARU" on or about 7th Aug.

For KEHLUNG via Swatow & Amoy
S.S. "TAIKWA MARU" on or about 7th Aug.

For further particulars, please apply to—
Branch Office
No. 27, Bonham Street West
Tel. Central No. 155.
S. MITARAI, Agent.
Top Floor King's Building.
Tel. Central Nos. 140 & 447.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DOE
SHANGHAI	Sunday ...	1st Aug.
SHANGHAI and Europe via SIBERIA (London, 4th July)	Monday ...	1st Aug.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Tuesday ...	2nd Aug.
SHANGHAI	Wednesday ...	3rd Aug.
Europe via Negapatam (Panama only, London, 3rd July)	Thursday ...	3rd Aug.
SHANGHAI	Friday ...	3rd Aug.
U.S.A., HONOLULU, JAPAN AND SHANGHAI	Saturday ...	4th Aug.
MANILA	Sunday ...	4th Aug.
CANADA, U.S.A., JAPAN & SHANGHAI	Monday ...	5th Aug.
U.S.A., CANADA, JAPAN AND SHANGHAI	Tuesday ...	5th Aug.

OUTWARD MAILS.

FOR	PER	DATE
Japan	Friday, 1st	8.30 A.M.
Japan	Friday, 1st	8.30 A.M.
Swatow, Amoy & Foochow	Friday, 1st	2.00 P.M.
Swatow, Amoy & Foochow	Friday, 1st	2.30 P.M.
Swatow, Amoy & Foochow	Friday, 1st	4.30 P.M.
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, about 18th Aug.	Friday, 1st	5.00 P.M.
Australia & New Zealand via Thursday Island—due Thursday Island, 14th Aug.	Saturday, 2nd	9.45 A.M.
Manila	Saturday, 2nd	10.00 A.M.
Shanghai	Saturday, 2nd	10.00 A.M.
Straits and Ceylon	Saturday, 2nd	10.00 A.M.
Java via Batavia	Saturday, 2nd	10.00 A.M.
Wei Hai Wei	Saturday, 2nd	10.00 A.M.
Sandakan	Saturday, 2nd	10.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 2nd Sept.—Ship sails on Sunday, 3rd Aug., at 4 p.m.	Sunday, 3rd	5.00 P.M.
Holbow and Haiphong	Sunday, 3rd	5.00 P.M.
Fort Bayard, Pakhoi and Haiphong	Sunday, 3rd	5.00 P.M.
Japan, Canada, U.S.A., Central & South America and EUROPE via Victoria, R.C., 26th Aug. and Europe via Siberia. (Correspondence specially superscribed "via Siberia" only.)	Sunday, 3rd	5.00 P.M.
Swatow Amoy and Foochow	Sunday, 3rd	9.00 A.M.
Swatow, Amoy and Formosa	Sunday, 3rd	9.00 A.M.
*Swatow and Bangkok	Monday, 4th	9.00 A.M.
Amoy	Monday, 4th	9.00 A.M.
Holbow, Pakhoi and Haiphong	Tuesday, 5th	8.30 A.M.
Manila	Tuesday, 5th	10.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 5th	1.00 P.M.
Swatow and Bangkok	Tuesday, 5th	1.00 P.M.
Straits and Calcutta	Tuesday, 5th	1.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central & South America and EUROPE via Victoria, R.C., 26th Aug. and Europe via Siberia. (Correspondence specially superscribed "via Siberia" only.)	Wednesday, 6th	5.00 P.M.
Swatow Amoy and Foochow	Wednesday, 6th	9.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 7th Sept.	Wednesday, 6th	9.45 A.M.
Manila	Wednesday, 6th	10.00 A.M.

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

July 31st, 1924	
ON LONDON.—	
Telegraphic Transfer	2/4 1/2
Bank Bills, on demand	2/4 1/2
Bank Bills, 30 days' sight	2/4 1/2
Bank Bills, 4 months' sight	2/4 1/2
Credits, 30 days' sight	2/4 1/2
Documentary Bills, 4 months' sight	2/4 1/2
ON PARIS.—	
Bank Bills, on demand	1/40
Credits, 4 months' sight	1/40
ON NEW YORK.—	
Bank Bills, on demand	22 1/2
Credits, at 30 days' sight	24 1/2
ON BOMBAY.—	
Telegraphic Transfer	18 1/2
Bank Bills, on demand	18 1/2
ON CALCUTTA.—	
Telegraphic Transfer	18 1/2
Bank Bills, on demand	18 1/2
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
ON YOKOHAMA.—	
On demand	12 1/2
ON MANILA.—	
On demand	10 1/2
ON SINGAPORE.—	
On demand	10 1/2
ON BATAVIA.—	
On demand	14 1/2
ON HONGKONG.—	
On demand	nom.
ON SINGAPORE.—	
On demand	7 1/2
SOVEREIGN, Bank's Buying rate	8.13
GOLD LEAF, 100 fine, per tola	45.40
SILVER, per oz.	34 11/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ... \$50,000,000
Issued and Fully Paid-up ... \$20,000,000
Reserve Funds ... \$4,500,000
Sinking ... \$25,500,000
Silver ... \$25,500,000
Reserve Liability of Proprietors ... \$20,000,000

Court of Directors:
W. L. PATTERSON, Esq., Chairman
H. P. WHITE, Esq., Deputy Chairman
R. D. F. BATH, Esq.
A. H. COMPTON, Esq.
Hon. Mr. P. H. HOLYOAK
A. O. LANG, Esq.

Chief Manager:
A. G. STEPHEN, Esq.

Manager: Hongkong—A. H. BARLOW, Esq.
Manager: Shanghai—G. B. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

"CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application."
Hongkong, 7th May, 1924. [27]

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted in accordance with the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION:
A. H. BARLOW, Esq., Acting Chief Manager.
Hongkong, 5th May, 1924. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000
Reserve Fund ... £2,000,000
Reserve Liability of Proprietors ... £2,000,000

"FOR THE HONGKONG & SHANGHAI BANKING CORPORATION."
A. H. BARLOW, Esq., Acting Chief Manager.
Hongkong, April 8th 1924. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO)

Incorporated by Special Imperial Charter, 1894.

Capital Subscribed ... Yen 50,000,000
Capital (Paid-up) ... Yen 25,000,000
Reserve Fund ... Yen 12,500,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gilan, Kagi, Kankou, Keelung, Makung, Nanto, Fusan, Shinghsien, Tainan, Taku, Tamsui, Tientsin, etc.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton, etc.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTRY WESTMINSTER AND PARKS BANK.

"The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, etc."

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO, Manager.
HONGKONG BRANCH,
4, Des Voeux Road,
Hongkong, 28th June, 1924.

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THE OWL IS POPULARLY SUPPOSED TO BE A WISE BIRD PROBABLY JUST BECAUSE HE LOOKS WISE.

MAKE "Three Castles" CIGARETTES YOUR CHOICE AND YOU WILL NOT ONLY LOOK WISE, YOU WILL BE WISE.

MADE IN ENGLAND AND SOLD EVERYWHERE



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HEAD OFFICE:
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Authorized Capital ... £2,000,000
Subscribed Capital ... £1,000,000
Paid-up Capital ... £1,000,000
Reserve Fund ... £1,000,000

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Calcutta, Ceylon, Hongkong, India, Japan, Kanton, Kobe, London, Lyons, Manila, Mexico, New York, Penang, Rangoon, Singapore, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

HONGKONG BRANCH:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
N. C. WILSON, Manager.
7, Queen's Road Central, Hongkong, February 11th, 1924. [30]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 72,000,000
Paid-up Capital ... Frs. 36,000,000
Reserve Fund ... Frs. 36,000,000

BRANCHES:
Bangkok, Hongkong, Saigon, Batavia, Canton, Shanghai, Soerabaya, Hankow, Peking, Tientsin, Yunnan, etc.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange Business transacted.

A. LECOT, Manager.
Hongkong, 20th March, 1924. [32]

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:
No. 10, Des Voeux Road Central, HONGKONG.

Established 1915.

Authorized Capital ... \$10,000,000
Paid-up Capital ... \$5,000,000
Reserve Fund ... \$5,000,000

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 1/2 per cent.
For 6 months at the rate of 4 per cent.
For 12 months at the rate of 4 1/2 per cent.

KAN TONG FO, Chief Manager.
Hongkong, March 15th, 1924. [34]

INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
York Building, Chater Road, Hongkong.

BRANCHES:
Shanghai—51, Kiangsoo Road.
Hankow—British Concession.

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T. H. MAI, Manager.
1922.

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Reserve Fund ... Yen 74,500,000

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Interest allowed on Current Accounts, Deposits received for Fixed Periods at Rates to be obtained on application.

T. NISHIYAMA, Manager.
Hongkong, 24th July, 1924. [33]

NEDELANDSCHE HANDEL MAATSCHAPPIJ.

[NETHERLANDS TRADING SOCIETY] BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilder 150,000,000
Paid-up Capital ... 80,000,000
Reserve Fund ... 19,789,180
Special Reserves ... 25,888,870

HEAD OFFICE: AMSTERDAM.

Eastern Head Office: BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bontoe, Calcutta, Cheribon, Djember, Hongkong, Kanton, Kobe, Rotterdam, Soerabaya, Tientsin, etc.

LONDON BANKERS: NATIONAL PROVINCIAL BANK, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARBAARD, Acting Agent.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$60,000,000
Paid-up Capital ... 18,478,500.00
Reserve Funds ... 9,639,425.24

HEAD OFFICE: PEKING.

HONGKONG BRANCH—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York. New York Bankers—The Irving Trust Co., New York. Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Every description of Banking Business transacted. Loans granted on Approved Securities. Special facilities for Home Exchange.

TSUYE FEE, Manager.
Hongkong, September 8th, 1921. [38]

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

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(DIRECT)

RHEXENOR ... 2ND AUG. Mars, L'don., Hull, R'dam. & Hamburg
TEIRESIAS ... 11TH AUG. Mars, L'don., Rotterdam & Hamburg
PYRRHUS ... 18TH AUG. L'don., Rotterdam & Hamburg
ADRASTUS ... 25TH AUG. Mars, London, Rotterdam & Hamburg

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(DIRECT OR VIA CONTINENTAL PORTS.)

IXION ... 18TH AUG. Genoa, Marseilles, Liverpool & Glasgow
EURYPYLUS ... 1ST SEPT. Marseilles, Havre, Liverpool & Glasgow
AUTILOCHUS ... 20TH SEPT. Genoa, Mars., Liverpool & Glasgow

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TEIRESIAS ... 11TH AUG. Singapore, Marseilles & London
SARPEDON ... 9TH SEPT. Singapore, Marseilles & London
PATROCLUS ... 21ST OCT. Singapore, Marseilles & London
MENTOR ... 17TH NOV. Singapore, Marseilles & London
HECTOR ... 16TH DEC. Singapore, Marseilles & London

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